

PATENT
Attorney DN 03M1630

REMARKS

The Examiner has objected to the claims. Claim 1 is correct as originally written. The engine and drive train are configured to provide propulsion to the combination of the hopper, the chassis and the driver station when the hopper is filled and the driver station is occupied. This is exactly what is stated in the claims. However, two commas have been added to make the claim easier to read. No change of claim scope occurs because of these additional commas.

The Examiner has objected to the initial "A" in the dependent claims. All initial "A"s in the dependent claims have been changed to "The".

Claim 19 has been amended as suggested by the Examiner.

The Examiner has rejected all of the pending claims under §102 or §103 based upon the Olson reference alone or in combination with the Macku and other references.

Claims 1, 11 and 16 have been amended to add the notion of the attachment coupling means being configured so as to have an adjustable location with respect to said chassis. This notion is not taught by the Olson reference. None of the other references teach adjustments to the location of where attachments would be coupled to a paving tractor. The Olson reference teaches away from this aspect of the present invention. Olson shows a fixed location on the paving tractor for securing the attachments. Moreover, the Olson reference teaches that the

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attachments should be "adapted" to mate with the location on the paving tractor.

This notion of adapting the attachments to fit the tractor is a teaching away from the present invention with its limitations to a connection point which is movable with respect to the chassis.

The Applicants believe that the claims as amended are in condition for allowance, and early notification of the same would be much appreciated.

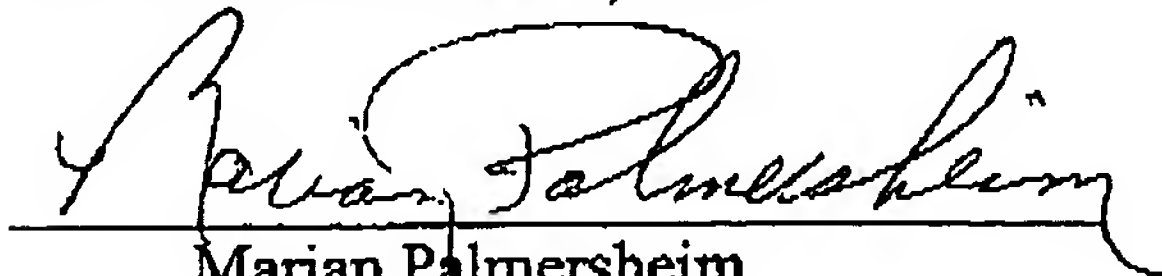
Respectfully submitted,

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I hereby certify that this correspondence is being facsimile transmitted to the United States Patent and Trademark Office on November 5, 2004.


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